COLD BAY
LEGEND

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Alaska Supplement for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Sensitive Base
- Hard-surfaced runways 1500 ft. to 8000 ft. in length
- Hard-surfaced runways greater than 8000 ft.

All recognizable hard-surfaced runways, including those closed, are shown on this sectional aeronautical chart.

ADDITIONAL AIRPORT INFORMATION

Private (Pvt) - Non-public use having emergency or landmark value

Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport - Unverified. Abandoned - paved, having landmark value. Ultralight Flight Park Selected.

Service - Fuel, oxygen and field tended during normal working hours depicted by use of tics around basic airport symbol. Consult Alaska Supplement for service availability at airports with hard-surfaced runways greater than 8000 ft.

★ Rotating light in operation Sunset to Sunrise

AIRPORT DATA

Box indicates Special — Indicates Flight Service Station on field
Traffic Area (See FAR 93) — NAME CT 118.3 ● ATIS 123.8 285 L 72 122.95 ← UNICOM
VFR Advsy 125.0 — Airport of entry

FSS - Flight Service Station. RFSS - Remote Flight Service Station
CT - Control Tower. (CT) - primary frequency
• - Star indicates operation part time. See tower frequencies tabulation for hours of operation.
● Indicates Common Traffic Advisory Frequencies (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
L - Lighting available on request, part-time lighting, or pilot-controlled lighting.
72 - Length of longest runway in hundreds of feet. Usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local.

NFCT - Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Non Directional Radiobeacon

RBn — POINT LOMA 302 — Marine Radiobeacon — 11 (H) 6 mi 4 kHz

Other facilities, i.e. Commercial Broadcast Stations, FSS, Outlets, RCO, etc.

122.1R 122.6 123.6 — CAMDAKT — 367 118.8 OAK

Underline indicates no voice on this freq

Square indicates TWEB, AWOS or HIWAS available at this NAVAID.

R - receive only

122.1R — MIAMI — Controlling TSS

122.1R — CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.

For Airport Advisory Service use FSS freq 123.6

In Canada all available FSS and RFSS frequencies are shown.

Frequencies above Mhz line box are remoted to NAVAID site. Other freqs at controlling FSS may be available determined by altitude and terrain. Consult Alaska Supplement for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and natural airspace effective below 18,000 ft MSL are shown on this chart. All times are local.

CZ—Control Zone. CZ - Extends upwards from the surface within which Fixed wing special VFR flight is prohibited. Class C or E CZ. Consult

TA—Transition Area. The limits of controlled airspace are shown by tint bands (Vignette) and are color-coded in blue and magenta.

Floor 700 feet above surface

Floor 1200 feet above surface

2000 / 2000 MSL — Floors other than 700 feet or 1200 feet above surface

Prohibited, Restricted, Warning and Alert Area

MOA - Military Operations Area

Special Airport Traffic Areas

Special Air Traffic Rules. See F.A.R. Part 93 for details.

NAME (Magenta, Blue or Black)

Visual Check Point

Parachute Jumping Area (See Alas. Supp. for details.)

Low Altitude Federal Airways are indicated by center line.

V3 — 270° — Intersection. Arrows are directed towards facilities which establish intersection.

TCA — Terminal Control Area / Canadian Control Airspace

Mode C (See F.A.R. 91.215(A)(M))

ARSA Airport Radar Service Area (Mode C. See F.A.R. 93.215 (A)(M))

TRSA - Terminal Radar Service Area

IR21 — MTR - Military Training Routes

OBSTRUCTIONS

1000 ft and higher AGL / below 1000 ft AGL

Group Obstruction

Obstructions with obstruction lights. Most operate part time.

2049 / 1149 — Elevation at the top above mean sea level / Height above ground

UC — Under construction or reported, position and elevation uncertain

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

Magnetic Variation (Isogonic Line)

Straight Away / Glider Operations / Hang Gliding Activity / Flashing Light / Marine Light

TOPOGRAPHIC INFORMATION

Roads / Road Numbers / Railroad / Bridges And Viaducts / Power Transmission Lines

Aerial Cable / Lookout Tower (Site Number) / Elevation Base Of Tower / Race Track / Tank-water, oil or gas / Oil Well / Water Well / Mines And Quarries / Mountain Pass / 11823 Elevation of Pass / Outdoor Theater

Shipwreck / Rocks / Perennial Lake / Non Perennial Lake / Dams

CONTOUR INTERVAL 1000 feet
Intermediate contours shown at 500 feet
Auxiliary contours shown at 250 foot interval

1000 — 500 — 250

HIGHEST TERRAIN elevation is 9414 feet located at 54°45'N-163°58'W

Critical elevation 4254

Approximate elevation ..... ×3200

Doubtful locations are indicated by omission of the point locator (dot or "x")

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted — route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

CONVERSION OF ELEVATIONS — FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 — METERS (Thousands) 0 1 2 3 4 5 6 7 8

C67/991

COLD BAY
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 48°20' and 54°40'
Horizontal Datum: North American Datum of 1927
Topographic data corrected to December 1990

24TH EDITION March 7, 1991

Includes airspace amendments effective February 7, 1991 and all other aeronautical data received by January 10, 1991. Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for MARCH 5, 1992

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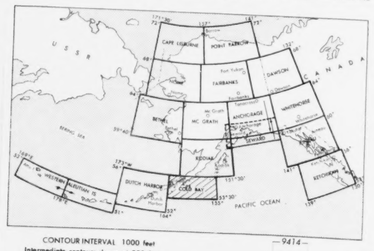

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C55.416/10:

BRISTOL BAY

ALASKAN ADIZ

CONTROL AREA 1234

IZEMBEK NATIONAL WILDLIFE REFUGE
The landing of aircraft is prohibited except in the event of emergency.

Amak Island is within the Alaska Maritime NATIONAL WILDLIFE REFUGE

Unimak Island is within the ALASKA MARITIME NATIONAL WILDLIFE REFUGE

MAXIMUM ELEVATION FIGURE IS BELIEVED NOT TO EXCEED 3100 FEET

ALASKA MARITIME NATIONAL WILDLIFE REFUGE
The landing of aircraft on Unimak Island is restricted to water areas (lakes, bays and lagoons); the airstrips at Fisher Pass and Cape Sarichef, and below mean high tide only.

Joins Kodiak

Joins Dutch Harbor

NOTICE TO USERS OF THIS CHART
You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction Cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.). In areas of extensive unreliable relief the MEF is shown by a note spread across the area.
Example 12,500 feet 125

NORTH PACIFIC

SHUMAGIN ISLANDS

UNIMAK ISLAND

SANAK ISLANDS

PAVLOF ISLANDS

UNGA ISLAND

NAGAI ISLAND

DAVIDSON BANK

ALASKA MARITIME NATIONAL WILDLIFE REFUGE INCLUDES OFFSHORE PUBLIC LANDS ON ISLANDS, ISLETS, ROCKS, REEFS, AND SPITS AS SPECIFIED IN THE ALASKA NATIONAL INTEREST LANDS CONSERVATION ACT.

CONTROL AREA 1234 — WOODY ISLAND CONTROL 14,500 MSL

14,500 MSL

KILOMETERS 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300
STATUTE MILES 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300

164° 163° 162° 161° 160° 56° 55° 54° 30′

ALASKAN ADIZ

WOODY ISLAND CONTROL 14,500 MSL

OAKLAND OCEANIC CTA/FIR

ALASKA MARITIME NATIONAL WILDLIFE REFUGE

Alaska Peninsula Unit

Named and unnamed islands south of the Alaska Peninsula are within this unit of the Alaska Maritime

ALASKA MARITIME NATIONAL WILDLIFE REFUGE INCLUDES OFFSHORE PUBLIC LANDS ON ISLANDS, ISLETS, ROCKS, REEFS, AND SPIRES AS SPECIFIED IN THE ALASKA NATIONAL INTEREST LANDS CONSERVATION ACT.

Uncontrolled airspace within the United States east of 160°W extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

FAA air traffic service outside U.S. airspace is provided in accordance with Article 12 and Annex 11 of ICAO Convention. ICAO Convention not applicable to state aircraft but compliance with ICAO standards and practices is encouraged.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at officially designated landing sites; 3) the landing of aircraft is allowed on lands and waters within the boundaries of National Park Service Areas established by the Alaska National Interest Lands Conservation Act (P.L. 96-487, December 2, 1980). Contact the National Park Service Regional Office in Anchorage at 907-271-2660 for further information; or 3) an approved official business of the Federal Government.

All aircraft are required to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as, the highest terrain within 2,000 feet laterally of the route of flight or the upper-most rim of a canyon or valley.

Federal regulation also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

P A C I F I C O C E A N